

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

99-25-02 Boeing: Amendment 39-11445. Docket 99-NM-332-AD.

Applicability: All Model 737-100, -200, -300, -400, and -500 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the linkage between the ratio changer input rod and the aft aileron control quadrant from becoming disconnected, which could result in reduced controllability of the airplane; accomplish the following:

Detailed Visual Inspection

(a) Within 90 days after the effective date of this AD, accomplish the actions required by paragraph (a)(1) or (a)(2) of this AD, as applicable, in accordance with Boeing Alert Service Bulletin 737-27A1213, Revision 1, dated May 21, 1998.

(1) For airplanes on which Boeing Alert Service Bulletin 737-27A1213, dated April 23, 1998, has not been accomplished: Perform a one-time detailed visual inspection to verify correct installation of the fastener that connects the input rod of the spoiler mixer mechanism to the torque tube crank, in accordance with Revision 1 of the alert service bulletin.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

(i) If the fastener that connects the input rod of the spoiler mixer mechanism to the torque tube crank is installed correctly, no further action is required by this AD.

(ii) If the fastener that connects the input rod of the spoiler mixer mechanism to the torque tube crank is not installed correctly, prior to further flight, either re-install the existing fastener, or install a new or serviceable fastener, in accordance with Revision 1 of the alert service bulletin.

(2) For airplanes on which Boeing Alert Service Bulletin 737-27A1213, dated April

23, 1998, has been accomplished: Replace the nut, bolt, and cotter pin that connects the input rod of the spoiler mixer mechanism to the torque tube crank with a new or serviceable nut, bolt, and cotter pin in accordance with Revision 1 of the alert service bulletin.

Reporting Requirement

(b) Within 10 days after accomplishing the actions required by paragraph (a)(1) of this AD, submit a report of any findings of fasteners that connect the input rod of the spoiler mixer mechanism to the torque tube crank that require corrective action to the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Boeing Alert Service Bulletin 737-27A1213, Revision 1, dated May 21, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 15, 1999.

Issued in Renton, Washington, on November 22, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-30946 Filed 11-29-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 99-AWP-19]

Revocation of Class E and Class D Airspace, El Toro MCAS, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

SUMMARY: This action revokes the Class E surface area (E2) and Class D extension (D2) at El Toro MCAS, CA. The U.S. Marine Corps ceased operations at El Toro MCAS on July 2, 1999, thereby eliminating the necessity and criteria for controlled airspace.

EFFECTIVE DATE: 0901 UTC December 30, 1999.

FOR FURTHER INFORMATION CONTACT:

Debra Trindle, Air Traffic Division, Airspace Specialist, A WP-520.10, Western Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

SUPPLEMENTARY INFORMATION:**History**

In order to meet federal mandates with regard to Base Realignment and Closure, the U.S. Marine Corps ceased operations at El Toro MCAS on July 2, 1999. The airport was closed, air traffic control services were suspended, and all associated instrument procedures were cancelled. The cessation of all air operations and the closure of the airport have necessitated the revocation of the associated controlled airspace. The intended effect of this action is to revoke the class E surface area (E2) and Class D extension (D2) at El Toro MCAS, CA, as published in Paragraphs 6002 and 5000 of FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E2 and Class D2 airspace designations listed in this document would be subsequently removed from this Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) revokes previously designated controlled airspace associated with El Toro MCAS.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally

current. Therefore, this regulation—(1) Is not a “significant regulatory action” under Executive Order 12866; (2) Is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) Does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

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AWP CA E2 El Toro MCAS, CA [Removed]

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Paragraph 5000 Class D airspace area designated as an extension to a Class C surface area.

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AWP CA D2 El Toro MCAS, CA [Removed]

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Issued in Los Angeles, California, on November 4, 1999.

Dawna J. Vicars,

Assistant Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99–31042 Filed 11–29–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 91

[Docket No. 29833; Amendment No. 91–258]

RIN 2120–AA66

General Operating and Flight Rules; Airports/Locations Special Operating Restrictions; Amendment

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action amends the Appendix listing airports/locations with special operating restrictions in FAA’s general operating and flight rules. Specifically, this action adds a new entry for Covington, KY, in alphabetical order and revises the entries for Houston, TX, and Washington, DC, in section 1 of the Appendix, which lists the airports where aircraft operating within 30 nautical miles of the listed airports, from the surface upward to 10,000 feet mean sea level (MSL) must be equipped with an altitude encoding transponder. Additionally, this action “Reserves” section 2 which is no longer required, and revises the entries for Covington, KY, Houston, TX, and Washington, DC, in section 3 which lists locations at which fixed-wing special VFR operations are prohibited. The FAA is taking this action to correctly identify applicable airports under the appropriate sections in the Appendix.

EFFECTIVE DATE: November 30, 1999.

FOR FURTHER INFORMATION CONTACT: Terry Brown, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

Part 91, Appendix D, Section 1

This section of 14 CFR part 91, Appendix D, lists airports where special operating restrictions apply. Specifically, section 1 lists locations at which aircraft operating within 30 nautical miles of the listed airports, from the surface upward to 10,000 MSL are required to be equipped with an altitude encoding transponder.

On November 30, 1998, the FAA issued the Establishment of Cincinnati/Northern Kentucky International Airport Class B Airspace Area, and Revocation of the Cincinnati/Northern

Kentucky International Airport Class C Airspace Area, KY, Final Rule (63 FR 65972). This rule established a Class B airspace area for the Cincinnati/Northern Kentucky International Airport (CVG). However, in the final rule the FAA inadvertently did not include CVG in part 91, Appendix D, section 1. This action corrects that omission.

Additionally, on December 17, 1991, the FAA issued the Airspace Reclassification Final Rule (56 FR 65638). This rule established the Washington Tri-Area, DC, Class B airspace area. This airspace area is comprised of four primary airports (Baltimore-Washington International, Ronald Reagan Washington National, Washington Dulles International, and Andrews Air Force Base). At the time this rule was published, the Andrews Air Force Base was omitted from part 91, Appendix D, section 1. This action corrects that inadvertent error.

Lastly, this amendment makes editorial corrections to part 91, Appendix D, section 1 by replacing the words “Washington National Airport” with “Ronald Reagan Washington National Airport” and “Houston Intercontinental Airport” with “George Bush Intercontinental Airport/Houston.”

Part 91, Appendix D, Section 2

Section 2 lists those locations at which the requirements of § 91.215(b)(5)(ii) apply. This section requires any aircraft, except any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon, or glider, from the surface to 10,000 feet MSL within a 10-nautical-mile radius of any airport listed in Appendix D, section 2 of this part, excluding the airspace below 1,200 feet outside of the lateral boundaries of the surface area of the airspace designated for that airport must be equipped with an altitude encoding transponder. The two airport airspace areas that met the criteria of § 91.215(b)(5)(ii) were reclassified as Class C and Class D airspace areas in accordance with the Airspace Reclassification Final Rule (56 FR 65655). Consequently, this particular section of the appendix is no longer required. Therefore, the FAA reserves section 2 of Appendix D.

Part 91, Appendix D, Section 3

This section lists airports where fixed-wing special visual flight rule operations are prohibited. Currently, this section lists the name of the Covington, KY, international airport as